

TOWN-PLANNING AND HOUSING.

*Supplement to ·
The Architectural Review*

THE TOWN PLANNING EXHIBITION

BY T. ALWYN LLOYD



It can be said without fear of contradiction that never before in England has such a varied and interesting collection of town plans, historical and modern, been got together as was to be seen from the 10th to 29th October at the Royal Academy galleries, Burlington House. It was a happy idea for the promoters of the Town Planning Conference to combine with the more technical and discursive matters of the conference an exhibition of this character, which makes an intimate appeal to the public and shows to them that town planning is not only a subject to be discussed and written about, but one which has had and is having a very real and practical bearing on the life of the world's centres of population.

The exhibition gave one a general idea of what is being done in Europe, America, and the Colonies. The plans of the lay-out and extension of the new towns of the latter showed that the Colonies do not intend willingly to repeat the mistakes made in the towns of the Old Country. Adelaide, for instance, has a wide belt of park lands surrounding the city, and when an extension was deemed necessary the city authorities stepped over this open area and built new Adelaide on the other side of it, the old and new parts being connected by tramways and wide avenues.

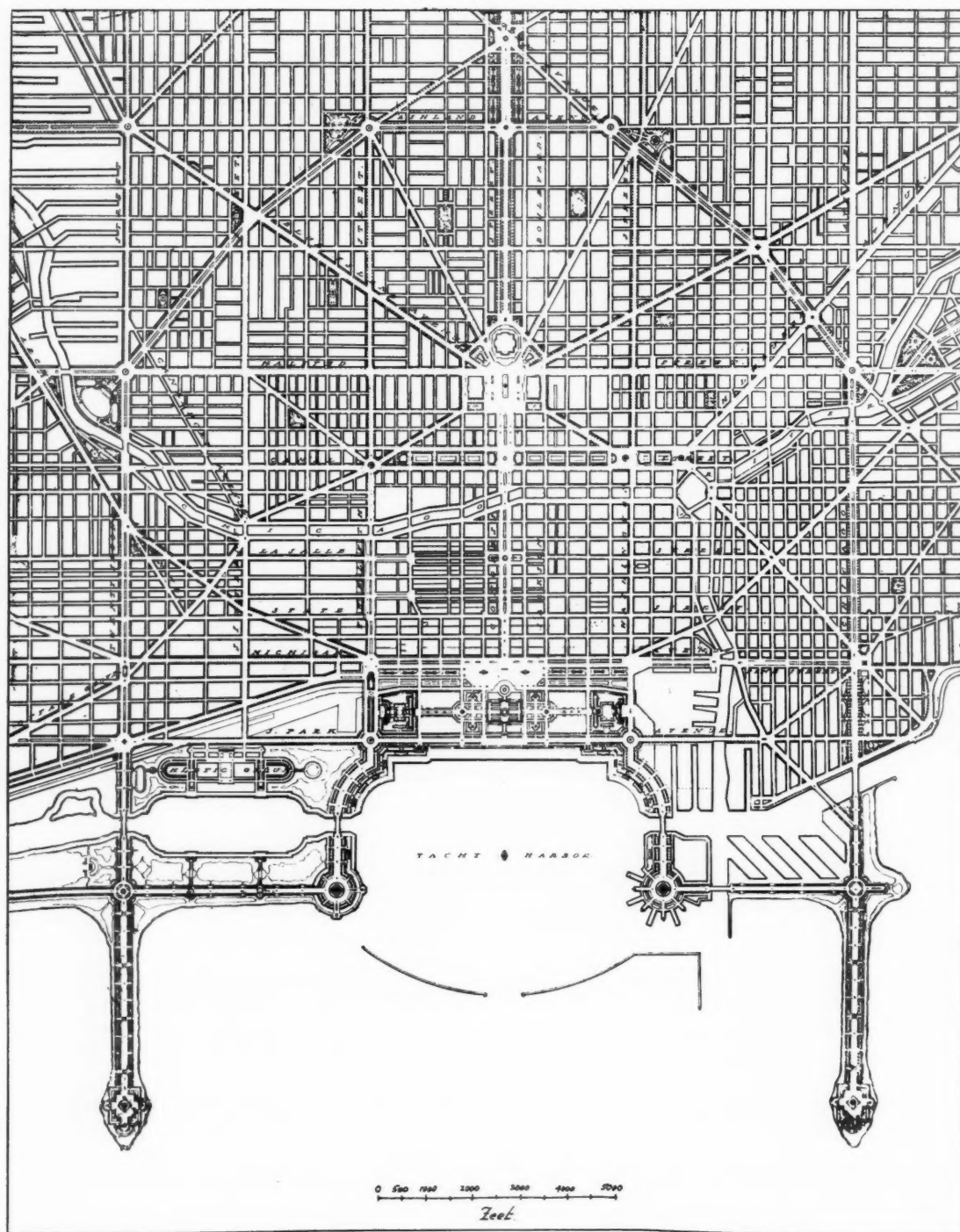
Messrs. Nicholson and Corlette's plans for the rebuilding of Kingston after the fire were on view. The streets are being made wide and attractive, and the public buildings (mostly in reinforced concrete construction with flat roofs) have an effective setting in squares and crescents.

Besides Great Britain the European countries represented in the exhibition were France, Germany, Austria Hungary, Holland, Belgium, Norway, Sweden, Italy, and Finland, and the amount of work being done by the Scandinavian countries was particularly noteworthy. Paris, of course, was well represented, both the French Ministry of Fine Arts and the Prefect of the Seine having sent old and new plans of the city in which modern town planning originated.

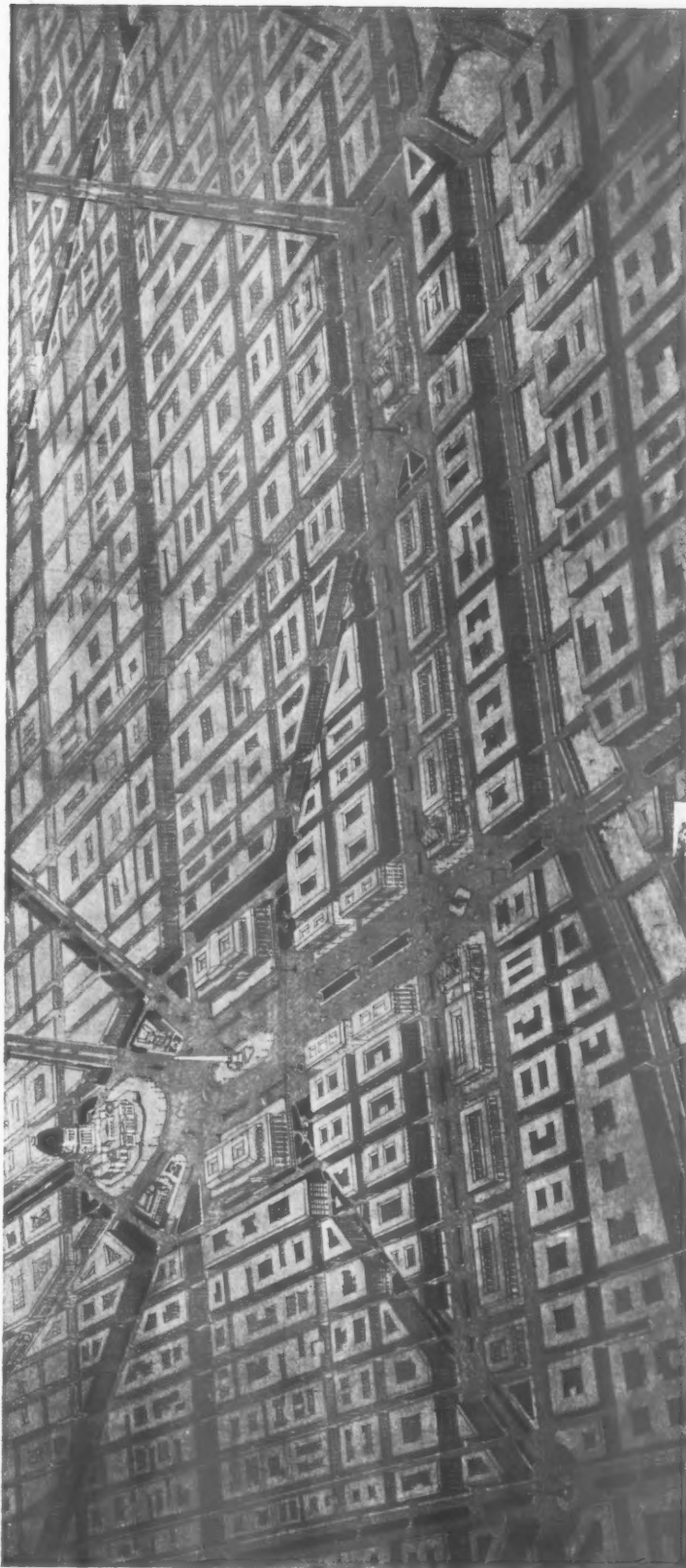
The plans for the improvement of London were, on the whole, disappointing. They were mostly schemes for approaches to the Thames bridges, or disconnected projects for improving one or two small districts. The most interesting were the designs for the alteration to Piccadilly Circus and Regent Street, lent by H.M. Office of Woods and Forests, showing Mr. Norman Shaw's fine Quadrant block and Mr. John Murray's development of it.

Gallery IIa (water-colour room) was taken up almost entirely by British garden cities and suburbs, Bournville, Port Sunlight, Letchworth, Hampstead, and a host of other smaller

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GENERAL PLAN OF SCHEME FOR THE LAY-OUT OF CHICAGO, BY D. H. BURNHAM



The railway scheme of Chicago provides for the railways at a level below that of the streets, with the stations above.

SCHEME FOR THE LAY-OUT OF CHICAGO, BY D. H. BURNHAM
VIEW OF RAILWAY STATION SCHEME WEST OF THE RIVER, SHOWING RELATION WITH THE CIVIC CENTRE

THE TOWN PLANNING EXHIBITION

experiments, which are likely to become in the future the types of development on which those of other countries will be modelled.

Historically there was, as one might expect, not much to be shown in anything like consecutive order, for, with a few exceptions, towns have grown up haphazard with little conscious effort exercised in shaping or controlling their growth.

Dr. Ashby's plans and old prints of Rome showed that from the earliest time the religious and civic life of the Eternal City had their effect on the planning of the city, and, as will be seen in one of the accompanying illustrations (on page 258), in the sixteenth century du Perac's bird's-eye view shows Rome as a partly formal plan, with St. Peter's, the centre of the religious

German and Austrian section gave some idea of the immense town-planning activities of the municipalities there. The historical cities no less than the modern commercial and shipping centres of population are effecting great schemes of improvement and extension, though the wide streets and noble *places* (according to Dr. Eberstadt, of Berlin) often entail the people of the district being badly housed in high tenement dwellings, this being particularly the case in Berlin.

As an illustration of the far-reaching manner in which German town planning is being handled, the drawings of the Greater Berlin competition, shown in Gallery VI, were distinctly one of the sights of the exhibition. Five sets of plans and details were shown, out of twenty-seven sets sub-



Bird's-eye view of Grant Park, the façade of the city, the proposed harbour and lagoons.

SCHEME FOR THE LAY-OUT OF CHICAGO
BY D. H. BURNHAM

life of the time, prominently placed in relation to the adjoining streets and squares. In this plan, too, one notices how the surrounding gardens and vineyards, also geometrically planned, come up to the city walls, and are almost treated as part of the city's life. In the small plan in the exhibition of the old German walled city of Rothenburg-on-Tauber the same point was noticeable, the gardens and pastures nestling close to the city walls, and giving an orderly and comfortable look to the whole picture.

Most of the German and some of the American exhibits were brought over bodily after having been shown at the Berlin and Düsseldorf Town Planning Exhibitions earlier in the year. The

mitted, indicating the development of the main roads, squares, civic centres, and suburban forests. One or two of these were illustrated in a recent number of *THE ARCHITECTURAL REVIEW*.

Some of the best work in Germany is being done by the municipality of Cologne. The illustrations on page 255 give an idea of the development of two of the suburbs. In the case of the Botanical Gardens area, the adjoining district has been laid out with some regard to the position and shape of the gardens, though the curved paths of the latter seem extravagant and are probably a relic of the less formal type of German lay-out.

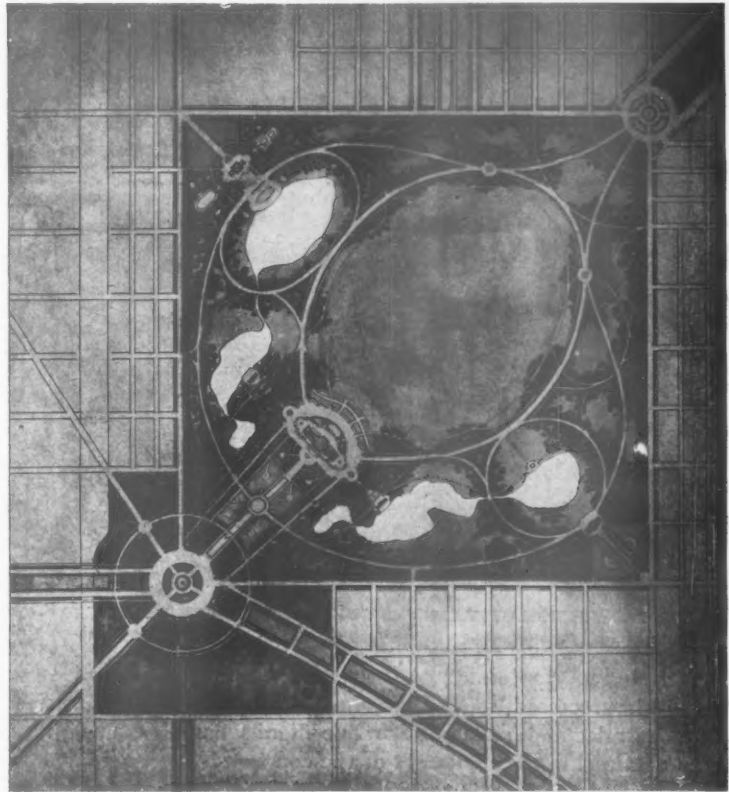
The Cöln-Zollstock plan is a very good example

of the way in which the intermediate districts between the main central boulevards and the outlying districts are being transformed. The early development plans of the town were the work of Dr. Stübgen, who laid out the main lines of the suburban development; Dr. Rehorst, the present chief of the Town Planning Office, is carrying on this work and paying particular attention to the intermediate roads, his lay-out being more formal, in accordance with the present tendency in Germany. The church in the centre of the Zollstock plan has been made the feature up to which the roads lead, small places being arranged in its vicinity.

In several parts of Cologne and the older cities the sites on which stand old churches and other landmarks have been isolated and afterwards worked into the development scheme for the district.

In the plans shown of the new quarter of Vienna (on page 254) the same careful treatment of monumental buildings is a noticeable feature; and the new streets have been planned so as to obtain the most picturesque views: there is a welcome spaciousness about them, and ample provision for grass plots and trees.

Vienna has a very interesting system of town



SCHEME FOR THE LAY-OUT OF CHICAGO
PLAN OF A PROPOSED PARK

“regularisation” plans, and several examples of these were on view at the exhibition.

The old parts of the town are systematically taken in hand, and while retaining objects worthy of the new quarter, the streets are transformed so as to bear some definite relationship to the life of a progressive community. In this way at Vienna, as at many of the German cities, the needs of the present as well as those of the future receive their proper share of discussion, and past mistakes are rectified accordingly.

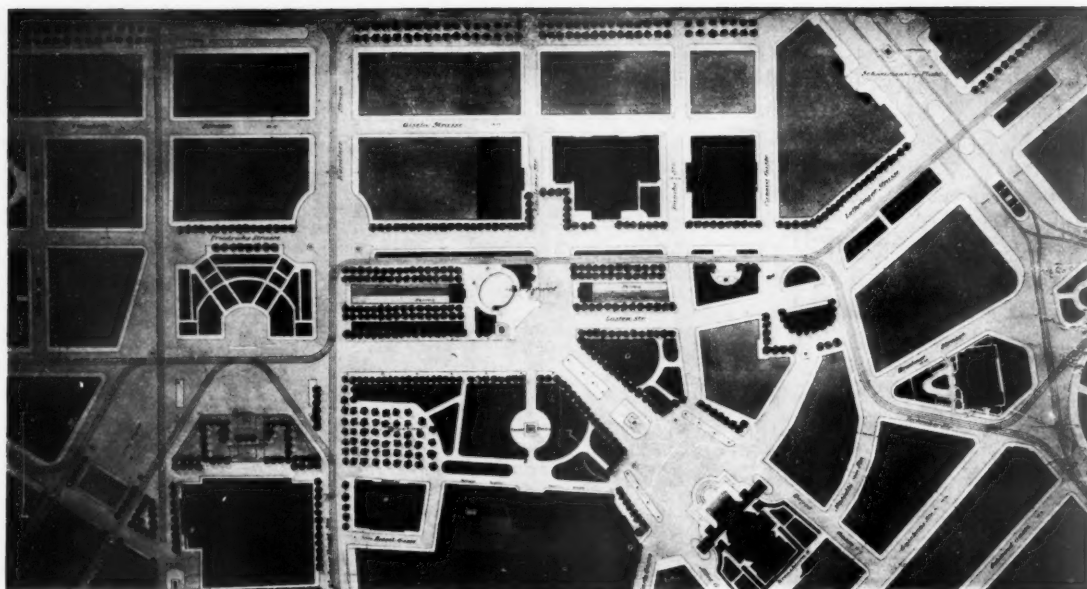
Munich was well represented in Gallery VIII, the municipality and several architects of the city sending exhibits. One of the most interesting was a site plan of the lay-out of new buildings for the Bavarian Ministry of Traffic, by Professor Hocheder of Munich (shown herewith). The buildings are situated near the Central Railway Station, and entailed the arching over of a busy thoroughfare



NEW BUILDINGS FOR THE BAVARIAN MINISTRY OF TRAFFIC, MUNICH
BY PROFESSOR HCCHEDER

November 1910

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PLAN OF A PORTION OF VIENNA, SHOWING LAY-OUT OF NEW STREET

by a triple gateway joining two wings of the building. The recessed street-fronts are dominated by a central cupola, and considerable dignity has been obtained in the treatment of the courtyards.

The feature of the exhibition, pictorially at least, was Gallery III, which contained the Chicago and Washington drawings.

Mr. D. H. Burnham's fifty plans, elevations, perspectives, and details for the improvement of Chicago were wonderful examples of draughtsmanship and colour, and the magnitude of the schemes

was in striking contrast to some of the disconnected projects for improving other towns.

The scheme for the improvement of Chicago originated with the Commercial Club there, and Mr. Burnham was commissioned to give practical effect to the idea. That he has done so thoroughly and well will be admitted by all who visited the exhibition. But it is unfortunate that the traditions of American town planning are all in favour of the chessboard type of design, a type that can never give permanent satisfaction, though, as will



A few years ago a competition was held for the plan of a new street to be formed through the centre of Vienna. The above plans show the lay-out of two portions of this street.

PLAN OF A PORTION OF VIENNA, SHOWING LAY-OUT OF NEW STREET



SCHEME FOR THE LAY-OUT OF AREA AROUND THE BOTANICAL GARDENS, COLOGNE
BY DR. REHORST

be seen from the Chicago plans here reproduced, Mr. Burnham, by suggesting fine diagonal boulevards, massive squares, and a linking-up of the city parks, has shown that there are immense possibilities, architectural and civic, in a formal plan of city development.

The treatment of the frontage to Lake Michigan, and the harbours and waterways of the city, have all been taken into account, and the delightful drawing (by Jules Guerin) in the centre of the gallery, showing the proposed treatment of Grant Park and the new harbour and lagoons, was as fine an aesthetic appeal as one could imagine.

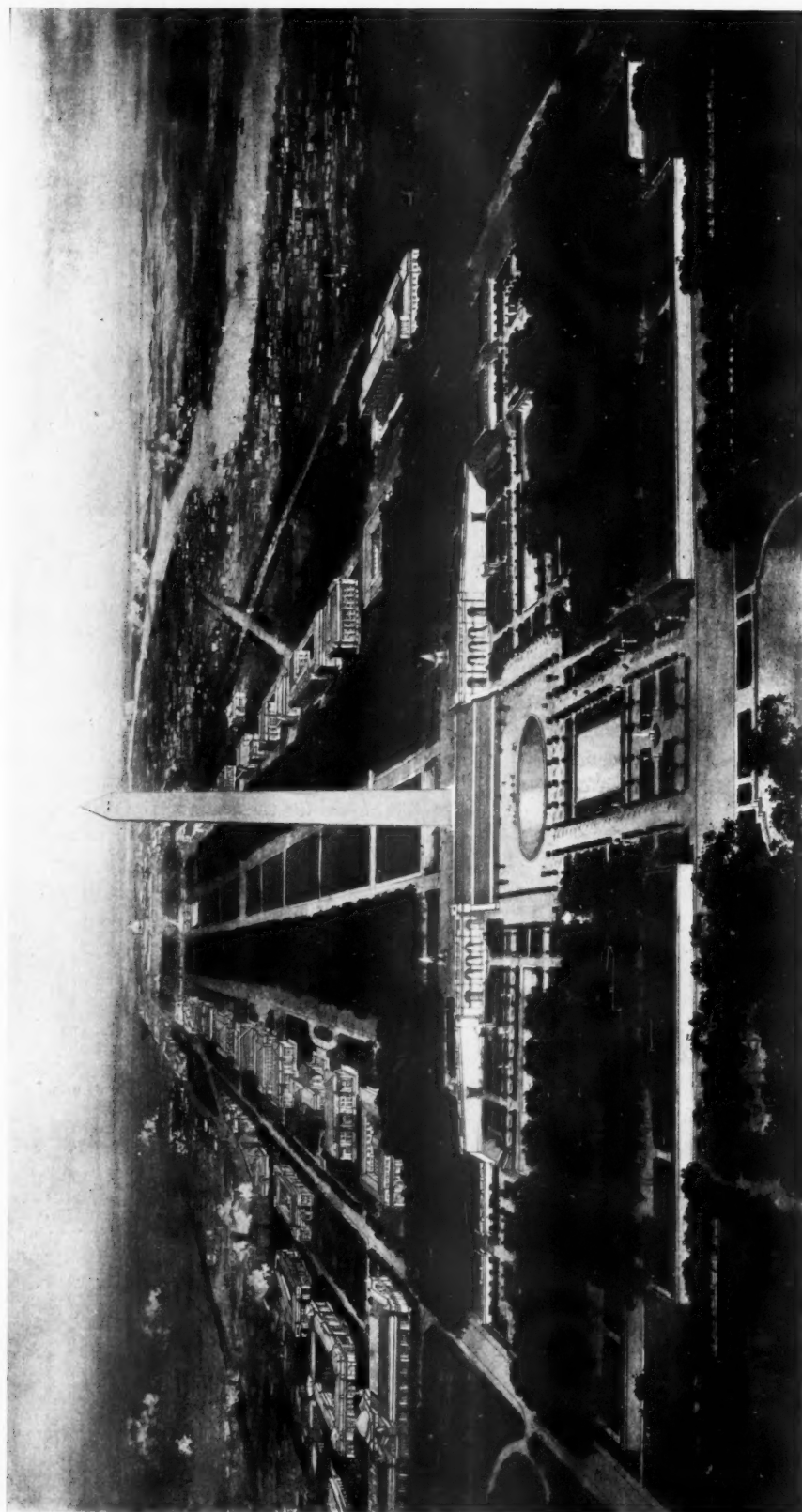
Mr. Burnham had many maps and diagrams showing the system of parks and parkways in Chicago, and the manner in which these would be linked up under his scheme; the surrounding towns were also shown on various district maps, and the encircling and radiating highways connecting them to the chief city. Perhaps most important of all, a very complete system of railway

and tramway circulation in city and suburbs has been worked out. There are inner circuits, with alternative suggestions for subway and overhead schemes for the metals, the railway stations being placed at the street-level in definite relationship

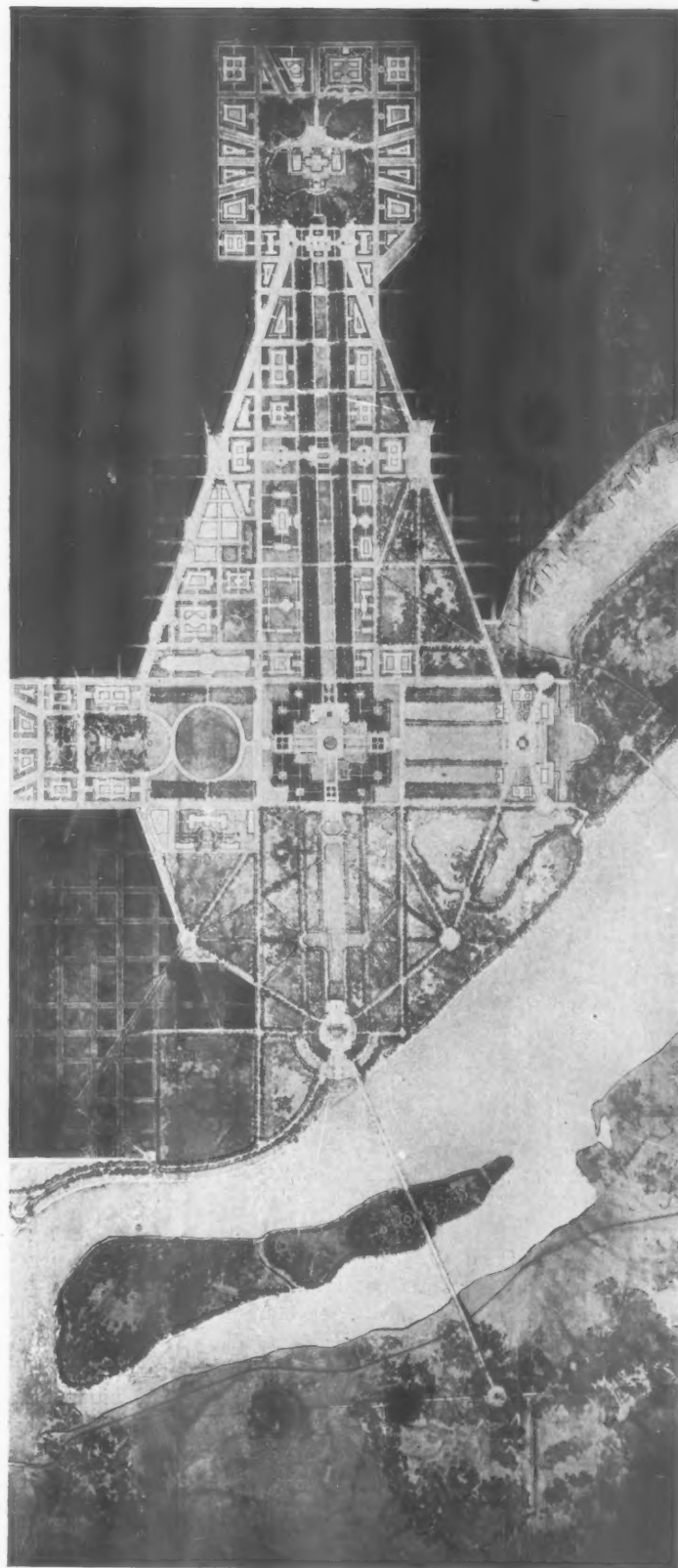


The breaking of the frontage lines is a feature of the above plan.

PLAN FOR THE DEVELOPMENT OF A PORTION OF COLOGNE
BY DR. REHORST



SCHEME FOR THE DEVELOPMENT OF WASHINGTON, U.S.A.



SCHEME FOR THE DEVELOPMENT OF WASHINGTON: GENERAL PLAN COMPRISING THE AREA BETWEEN THE CAPITOL AND LINCOLN MONUMENT, WHITE HOUSE AND POTOMAC PARK

THE TOWN PLANNING EXHIBITION

to the needs of the various districts. The freight-yards, the docks, the commercial and residential parts of the city and surroundings, are brought into comfortable connection with one another by this means. But the essence of all the Chicago development plans is the "civic centre," which is the characteristic American term for the public buildings round which the civic life of the city would rotate. This centre has naturally been given the premier position on the plan, and the main arteries radiate in that direction. The crowning feature of the centre would be an

provincial towns on an equally comprehensive scale? Another notable exhibit, also in Gallery III, was that lent by the Washington Society of Architects, showing by means of some thirty drawings the completed and the proposed development of the American capital city. As at Chicago, very full maps of the city parks and "green girdles" were provided, and these open spaces formed a special feature in the proposals for improving the city. The main centres of development are those comprised by the Capitol, the Lincoln Monument, White House, and Potomac



BIRD'S-EYE VIEW OF ROME AT THE END OF THE SIXTEENTH CENTURY
SHOWING OLD ST. PETER'S AND ADJACENT STREETS

immense domed building, giving a fine terminal feature to the vistas in the main avenues; but, in order to obtain this effect, the building would be almost too huge in scale to be seen satisfactorily at anything like close quarters.

It will readily be seen that the scope of the Chicago scheme of development is very far-reaching, embracing most of the factors which go to make up a city's life and a city's future needs. Is it too much to hope that the example of Chicago and Berlin will induce us in this country to plan Greater London efficiently, and give emphatic attention to the extension of our large

Park, and the scheme provides for a series of wide main avenues with ample parkways in the centre and belts of trees on each side. These avenues would lead up to the Capitol and White House, and would give a more effective setting to them and to the Lincoln Monument. Around the latter formal gardens, treated in a series of terraces, and having water basins and fountains, would be laid out. The accompanying illustrations show in plan and bird's-eye view the details of this area, and the plan also indicates the position of the new Riverside Drive, which will form a fitting margin, on one side at any rate, to Washington's dignified lay-out.